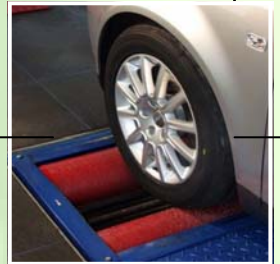


# CITA

COMITÉ INTERNATIONAL DE L'INSPECTION TECHNIQUE AUTOMOBILE  
INTERNATIONAL MOTOR VEHICLE INSPECTION COMMITTEE  
INTERNATIONALE VEREINIGUNG FÜR DIE TECHNISCHE PRÜFUNG VON KRAFTFAHRZEUGEN



## Recommendation no. 5 Revision 1 Inspection of Vehicles in Category L



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## **RECOMMENDATION no. 5, Rev 1**

### **Inspection of vehicles in category L**

Items to be inspected in inspection stations

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## RECOMMENDATION N° 5

### Inspection of vehicles in category L - Items to be inspected in inspection stations

#### INTRODUCTION

This document contains a list of items to be included in a periodic inspection. It has been prepared with the following general principles in mind:

- 1) The inspections should be capable of being carried out using techniques and equipment currently available, and without the use of tools to dismantle or remove any part of the vehicle.
- 2) The equipment recommended in CITA Recommendation 7 will normally be available and used appropriately according to the inspection that needs to be performed.
- 3) It must be possible to perform the inspection within a limited time. The test time will vary according to the way the inspection is organised, the vehicle type and condition. A total working time of 20 minutes for a solo vehicle, in good condition would not be unreasonable.
- 4) As well as items related to safety and environmental protection, the inspection needs also to cover identification of the vehicle in order to ensure the correct inspections and standards are applied, to enable the results of the inspection to be recorded and to enable enforcement of other legal requirements.
- 5) Items which are related to the condition of the vehicle and its suitability for use on the road, but which are not considered essential in a periodic inspection have been marked with the indication (X). All the other items listed should be, if possible, considered as mandatory at a periodic inspection of vehicles.

This present document identifies the vehicle systems and components to be inspected; it details the method of inspecting them and provides information on the criteria to be used when determining whether the condition of the vehicle is acceptable.

The "principal reasons for rejection" are not necessarily applicable when they concern items that are not prescribed in the Regulations of the country carrying out the inspection. But when an item is prescribed and has to respond to quantitative criteria in order to be acceptable, the requirements to be met are those defined in the same Regulations, in international regulations or standards or other CITA Recommendations, as appropriate. Such requirements are not specified in this document, which merely refers to the need to comply with the appropriate standards or Regulations before an item can be regarded as satisfactory.

The document refers to the inspection of category L vehicles as listed under UNECE WP29 documents "Trans/WP.29/78/Rev.1/Amend 2 and 4 – Vehicle categories under the UNECE Consolidated Resolution on the Construction of Vehicles (R.E.3.).

Where a method of inspection is described as visual it means that, in addition to looking at the items, the inspector can also handle them, evaluate noise, etc.

A road test has not been specified in this document. If it is necessary to determine the handling qualities of a vehicle, a road test is recommended if circumstances allow.

Inappropriate repair or modification means a repair or modification that adversely affects the road safety and environmental behaviour of the vehicle and will be judged by the inspector in accordance to its severity.

Items marked with [N/A] are currently not applicable

**ASSESSING OF DEFECTS**

The defects are classified as follows -.

1. MINOR DEFECTS (MiD)
2. MAJOR DEFECTS (MaD)
3. DANGEROUS DEFECTS (DD)

These are defined by reference to the condition of the vehicle as follows:

**MiD = MINOR DEFECTS**

Technical defects that have no significant effect on the safety of the vehicle and other minor non-compliances. The vehicle does not have to be re-examined as it can reasonably be expected that the detected defects will be rectified without delay.

**MaD = MAJOR DEFECTS**

Defects that may prejudice the safety of the vehicle and/or put other road users at risk and other more significant non-compliances. The vehicle should be repaired as soon as possible and further use will be subject to restrictions.

**DD = DANGEROUS DEFECTS**

Defects that constitute a direct and immediate risk to road safety. Further use of the vehicle on the road is not permitted although in some instances it may be allowed to be driven under specified conditions directly to a specified location for the repair.

A vehicle having defects falling into more than one defect category is classified according to the most serious defect. A vehicle showing several defects of the same category can be classified in the next more serious category if their combined effect makes the vehicle more dangerous.

For defects which can be classified in more than one category, it is the responsibility of the inspector carrying out the test to categorise the defects according to their severity.

No distinction has been made between the categories of vehicles to which the inspections apply, since this is obvious from the test. Most of the inspections are applicable to all categories of vehicles. Where necessary, specific requirements for particular vehicle categories have been included.

Some items require the inspection of the underside of the vehicle. As underside inspection facilities are not usually available at the roadside, the inspector must make all reasonable efforts to look underneath the vehicle.

The inspection shall cover identification of the vehicle and as many as possible of the items listed below, provided that these relate to the obligatory equipment of the vehicle being inspected.

0. Identification of vehicle
1. Braking equipment;
2. Steering;
3. Visibility;
4. Lighting equipment and parts of electric system;
5. Axles, wheels, tyres and suspension;
6. Chassis and chassis attachments;
7. Other equipment;
8. Nuisance.

1/ 'regulations' means the relevant national or international requirements specified in national legislation.

/2 Lamps with multiple light sources are usually judged as inoperative if more than 50% of them are not working

Item	Method	Principal reasons for rejection	Defect categorisation		
			MiD	MaD	DD
0. IDENTIFICATION OF THE VEHICLE					
0.1. Registration number plates (if required by regulations) <u>1/</u>	Visual inspection	(a) Number plate(s) missing or so insecure that it is (they are) likely to fall off. (b) Inscription missing or illegible. (c) Not in accordance with vehicle documents or records.	X	X X	
0.2. Vehicle identification / chassis/serial number	Visual inspection	(a) Missing or can not be found. (b) Incomplete, illegible. (c) Not in accordance with vehicle documents or records.		X X X	
1. BRAKING EQUIPMENT					
1.1. Mechanical condition and operation					
1.1.1. Service brake pedal/hand lever pivot	Visual inspection of the components while the braking system is operated. Note: Vehicles with power-assisted braking systems should be inspected with the engine switched off.	(a) Pivot too tight. (b) Excessive wear or play.	X	X X	
1.1.2. Hand lever/pedal condition and travel of the brake operating device	Visual inspection of the components while the braking system is operated. Note: Vehicles with power-assisted braking systems should be inspected with the engine switched off.	(a) Excessive or insufficient reserve travel. (b) Brake control not releasing correctly. (c) Anti-slip provision on brake pedal missing, loose or worn smooth.	X X	X X	
1.1.6. Parking brake, lever control, parking brake ratchet	Visual inspection of the components while the braking system is operated.	(a) Ratchet not holding correctly. (b) Parking brake lever not retained in the applied position (c) Excessive wear at lever pivot or in ratchet mechanism. (d) Excessive movement of lever indicating incorrect adjustment. (e) A control which is inoperative, so damaged, positioned, bent or shortened that the brake cannot be readily applied	X	X X X X X	X    X
1.1.10.Brake servo units, master cylinder (hydraulic systems)	Visual inspection of the components while the braking system is operated.	(a) Defective or ineffective servo unit. (b) Master cylinder defective or leaking. (c) Master cylinder insecure. (d) Insufficient brake fluid. (e) Master cylinder reservoir cap missing. (f) Brake fluid warning light illuminated or defective. (g) Incorrect functioning of brake fluid level warning device.	X X X X	X X X X	X  X
1.1.11. Rigid brake pipes	Visual inspection of the	(a) Risk of failure or fracture.			X

Item	Method	Principal reasons for rejection	Defect categorisation		
			MiD	MaD	DD
	components while the braking system is operated.	(b) Pipes or connections leaking. (c) Pipes damaged or excessively corroded. (d) Pipes misplaced.	X	X	X
1.1.12. Flexible brake hoses	Visual inspection of the components while the braking system is operated.	(a) Risk of failure or fracture. (b) Hoses damaged, chafing, twisted or too short. (c) Hoses or connections leaking. (d) Hoses bulging under pressure. (e) Hoses porous.	X	X	X
1.1.13. Brake linings and pads	Visual inspection	(a) Lining or pad excessively worn. (b) Lining or pad contaminated (oil, grease etc.).		X	X
1.1.14. Brake drums, brake discs	Visual inspection	(a) Drum or disc excessively worn, corroded or scored or cracked, insecure or fractured. (b) Drum or disc contaminated (oil, grease, etc.) (c) Back plate insecure.		X	X
1.1.15. Brake cables, rods, levers, linkages	Visual inspection of the components while the braking system is operated.	(a) Cable damaged or knotted. (b) Component excessively worn or corroded. (c) Cable, rod or joint insecure. (d) Cable guide defective. (e) Restriction to free movement of the braking system. (f) Abnormal movement of the levers/linkage indicating maladjustment or excessive wear.		X	X
1.1.16. Brake hydraulic cylinders/ calipers	Visual inspection of the components while the braking system is operated.	(a) Cracked or damaged. (b) Leaking. (c) Insecure or inadequately mounted. (d) Excessively corroded. (e) Insufficient or excessive travel (f) Dust cover missing or excessively damaged.	X	X	X
1.1.17. Load sensing valve	Visual inspection of the components while the braking system is operated.	(a) Defective linkage. (b) Linkage incorrectly adjusted. (c) Valve seized or inoperative. (d) Valve missing.		X	X
1.1.21. Complete braking system	Visual inspection	(a) Any component insecure or inadequately mounted. (b) Inappropriate repair or modification to any component	X	X	X
1.2 Service brake performance and efficiency					
1.2.1. Performance	During a road test and/or test on a static brake testing machine; apply the brakes progressively up to maximum effort.	(a) Inadequate braking effort on one or more wheels. (b) Braking effort from any wheel is less than 70% of maximum effort recorded from the other wheel on the same axle. (c) No gradual variation in brake		X	X



Item	Method	Principal reasons for rejection	Defect categorisation		
			MiD	MaD	DD
		effort (grabbing). (d) Abnormal lag in brake operation of any wheel. (e) Excessive fluctuation of brake force during each complete wheel revolution.		X  X	X  X
1.2.2. Efficiency	During a road test and/or test on a static brake testing machine at the presented weight.	Does not give at least the minimum figure as follows or not following Regulations /1:-  <u>Categories L (both brakes):</u> Category L1e, 42 % Category L2e, L6e: 40 % Category L3e: 50 % Category L4e: 46 % Category L5e, L7e: 44 %  <u>Categories L (rear wheel brake):</u> 25 %		X	X
1.3. Secondary (emergency) braking performance and efficiency (if met by separate system)					
1.3.1. Performance	If the secondary braking system is separate from the service braking system, use the method specified in 1.2.1.	(a) Inadequate braking effort on one or more wheels. (b) Braking effort from any wheel is less than 70% of maximum effort recorded from another wheel on the same axle specified. (c) No gradual variation in brake effort (grabbing).		X  X  X	X  X  X
1.3.2. Efficiency	If the secondary braking system is separate from the service braking system, use the method specified in 1.2.2.	L2, L5, L6 & L7 Braking effort less than 50% $\geq$ 1/ of the service brake performance defined in section 1.2.2 in relation to the maximum authorized mass		X	X
1.4. Parking braking performance and efficiency					
1.4.1. Performance	During a road test or apply the brake on a static brake testing machine.	Brake inoperative on one or more wheels		X	X
1.4.2. Efficiency	During a road test on a suitable gradient or test on a static brake testing machine at the presented weight.	L2, L5, L6 & L7 Does not give at least a braking ratio of 16% in relation to the maximum authorized mass.		X	
1.6. Anti-lock braking system	Visual inspection of warning device.	(a) Warning device malfunctioning. (b) Warning device shows system malfunction.		X X	

Item	Method	Principal reasons for rejection	Defect categorisation		
			MiD	MaD	DD
2. STEERING					
2.1. Mechanical condition					
2.1.1. Steering gear condition	Visual inspection of the operation of the steering gear while the steering wheel is rotated.	(a) Sector shaft twisted or splines worn. (b) Excessive wear in sector shaft. (c) Excessive movement of sector shaft. (d) Leaking.	X	X	X
2.1.2. Steering gear casing attachment	Visual inspection of the attachment of gear casing to chassis while the steering wheel is rotated clock-wise and anticlockwise, using a suitable wheel play detector, if available.	(a) Steering gear casing not properly attached. (b) Elongated fixing holes in chassis. (c) Missing or fractured fixing bolts. (d) Steering gear casing fractured.		X	X
2.1.3. Steering linkage condition	Visual inspection of steering components for wear, fractures and security while the steering wheel/handlebar are rotated from side to side.	(a) Relative movement between components which should be fixed. (b) Excessive wear at joints. (c) Fractures or deformation of any component. (d) Absence of locking devices. (e) Misalignment of components (e.g. track rod or drag link). (f) Dust cover missing, damaged or severely deteriorated.	X	X	X
2.1.4. Steering linkage operation	Visual inspection of movement of linkages while the steering wheel/handlebar are rotated with the road wheels on the ground and the engine running or using a suitable wheel play detector, if available.	(a) Moving steering linkage fouling a fixed part. (b) Steering stops not operating (where fitted).	X	X	
2.1.5. Power steering	Check steering system for leaks and hydraulic fluid reservoir level (if visible). With the road wheels on ground and with the engine running, check that the power steering system is operating.	(a) Fluid leak. (b) Insufficient fluid. (c) Mechanism not working. (d) Mechanism fractured or insecure. (e) Misalignment or fouling of components. (f) Inappropriate repair or modification. (g) Cables/hoses damaged, excessively corroded.	X	X	X
2.2 Steering wheel, column and handle bar					
2.2.1. Steering wheel/handlebar condition	With the road wheels on the ground, rock steering wheel/handle bar from side to side at right angles to column and apply slight downward and upward pressure. Visual inspection of play.	(a) Relative movement between steering wheel and column indicating looseness. (b) Absence of retaining device on steering wheel hub. (c) Fracture or looseness of steering wheel hub, rim or spokes. (d) Handlebar or fork yoke deformed, fractured, cracked or excessively deteriorated	X	X	X

Item	Method	Principal reasons for rejection	Defect categorisation		
			MiD	MaD	DD
		(e) Handlebar clamps not tight (f) Handgrips missing or not secure to the handlebar	X X	X X	
2.2.2. Steering column/yokes and forks	Push and pull the steering wheel in line with column, push steering wheel/handlebar in various directions at right angles to the column/forks. Visual inspection of play, and condition of flexible couplings or universal joints.	(a) Excessive movement of centre of steering wheel up or down. (b) Excessive movement of top of column radially from axis of column. (c) Deteriorated flexible coupling. (d) Attachment defective. (e) Excessive movement between handlebar and clamps (f) Excessive play in steering head bearings	X	X X X X	X X X
2.3. Steering play	With the engine running for vehicles with power steering and with the road wheels in the straight-ahead position, lightly turn the steering wheel clockwise and anti-clockwise as far as possible without moving the road wheels. Visual inspection of free movement.	Free play in steering excessive (for example movement of a point on the rim exceeding one fifth of the diameter of the steering wheel) or not in accordance with the regulations. <u>1/</u>	X	X	
2.4. Wheel alignment (X)	Check alignment of steered wheels with suitable equipment, front to rear alignment on solo motorcycles and alignment of sidecar wheel with the solo motorcycle	Alignment not in accordance with vehicle manufacturer's data or regulations. <u>1/</u>	X	X	
<b>3. VISIBILITY</b>					
3.1. Field of vision	Visual inspection from driving seat.	Obstruction (including reflecting or tinted film) within driver's field of view that materially affects their view in front or to the sides.		X	
3.2. Condition of glass	Visual inspection	(a) Cracked or discoloured glass or transparent panel (if permitted). (b) Glass or transparent panel that does not comply with specifications in the regulations. <u>1/</u> (c) Glass or transparent panel in unacceptable condition.	X X	X X X	
3.3. Rear-view mirrors	Visual inspection	(a) Mirror missing or not fitted according to the regulations. <u>1/</u> (b) A mirror not giving an adequate view to the rear. (c) Mirror damaged, loose or insecure.	X  X	X X X	
3.4. Windscreen wipers	Visual inspection and by operation.	(a) Wipers not operating (b) Wiper blade missing or obviously defective.	X	X X	X
3.5. Windscreen washers	Visual inspection and by operation.	Washers not operating adequately.	X	X	

Item	Method	Principal reasons for rejection	Defect categorisation		
			MiD	MaD	DD
3.6 Demisting system (X)	Visual inspection and by operation.	System inoperative or obviously defective.	X		
<b>4. LAMPS, REFLECTORS AND ELECTRICAL EQUIPMENT</b>					
4.1. Headlamps					
4.1.1. Condition and operation	Visual inspection and by operation.	(a) Defective light source./2 (b) Defective lens. (c) Lamp not securely attached.		X X X	
4.1.2. Alignment	Visual inspection with lamp illuminated.	(a) Headlamp Aim of Headlamps not within limits laid down by Regulations /1	X	X	
4.1.3. Switching	Visual inspection and by operation.	(a) Number of headlamps illuminated at the same time not in accordance with the regulations. 1/ (b) Function of control device impaired.	X	X X	
4.1.4. Compliance with regulations 1/	Visual inspection and by operation.	(a) Lamp, emitted colour, position or intensity not in accordance with the regulations. 1/ (b) Products on lens or light source which reduce light intensity or change emitted colour.	X X	X X	
4.1.5. Levelling devices (where mandatory) (X)	Visual inspection and by operation.	(a) Device not operating. (b) Manual device cannot be operated from driver's seat.		X X	
4.1.6. Headlamp washers (where mandatory) (X)	Visual inspection and by operation.	Washer not operating.		X	
4.2. Front and rear position lamps					
4.2.1. Condition and operation	Visual inspection and by operation.	(a) Defective light source./2 (b) Defective lens. (c) Lamp not securely attached.	X	X X X	
4.2.2. Compliance with regulations 1/	Visual inspection and by operation.	(a) Lamp, emitted colour, position or intensity not in accordance with the regulations. 1/ (b) Products on lens or light source which reduce light intensity or change emitted colour. (c) Switch does not operate in accordance with the regulations. 1/	X X	X X X	
4.3. Stop Lamps					
4.3.1. Condition and operation	Visual inspection and by operation.	(a) Defective light source./2 (b) Defective lens. (c) Lamp not securely attached.	X X X	X X X	X
4.3.2. Compliance with regulations 1/	Visual inspection and by operation.	(a) Lamp, emitted colour, position or intensity not in accordance with the regulations. 1/	X	X	

Item	Method	Principal reasons for rejection	Defect categorisation		
			MiD	MaD	DD
		(b) Switch does not operate in accordance with the regulations. <u>1/</u>	X	X	X
4.4. Direction indicator and hazard warning lamps					
4.4.1. Condition and operation	Visual inspection and by operation.	(a) Defective light source./2 (b) Defective lens. (c) Lamp not securely attached.	X X X	  X	X X
4.4.2. Compliance with regulations <u>1/</u>	Visual inspection and by operation.	Lamp, emitted colour, number, position or intensity not in accordance with the regulations. <u>1/</u>	X	X	
4.4.3. Switching	Visual inspection and by operation.	Switch does not operate in accordance with the regulations. <u>1/</u>	X	X	
4.4.4. Flashing frequency	Visual inspection and by operation.	Rate of flashing not in accordance with the regulations. <u>1/</u>	X	X	
4.5. Front (X) and rear fog lamps					
4.5.1. Condition and operation	Visual inspection and by operation.	(a) Defective light source./2 (b) Defective lens. (c) Lamp not securely attached. (d) Front fog lamp out of alignment.	X X X	X X X X	
4.5.2. Compliance with regulations <u>1/</u>	Visual inspection and by operation.	(a) Lamp emitted colour, number, position or intensity not in accordance with the regulations. <u>1/</u> (b) System does not operate in accordance with the regulations. <u>1/</u>	  X	X X	
4.6. Reversing lamps (X)					
4.6.1. Condition and operation	Visual inspection and by operation.	(a) Defective light source./2 (b) Defective lens. (c) Lamp not securely attached.	X X X	  X	
4.6.2. Compliance with regulations <u>1/</u>	Visual inspection and by operation.	(a) Lamp emitted colour, position or intensity not in accordance with the regulations. <u>1/</u> (b) System does not operate in accordance with the regulations. <u>1/</u>	X  X	X  X	
4.7. Rear registration plate lamp					
4.7.1. Condition and operation (X)	Visual inspection and by operation.	(a) Lamp throwing light to the rear. (b) Defective light source /2. (c) Lamp not securely attached.	X X X	X X X	
4.7.2. Compliance with regulations <u>1/</u>	Visual inspection and by operation.	System does not operate in accordance with the regulations. <u>1/</u>	X		
4.8. Retro-reflectors					
4.8.1. Condition	Visual inspection	(a) Reflecting equipment defective or damaged. (b) Reflector not securely attached.	X X	X X	
4.8.2. Compliance with regulations <u>1/</u>	Visual inspection	Not in accordance with the regulations. <u>1/</u>	X		
4.9. Tell-tales					
4.9.1. Condition and	Visual inspection and by	Not operating.	X	X	

Item	Method	Principal reasons for rejection	Defect categorisation		
			MiD	MaD	DD
operation	operation.				
4.9.2. Compliance with regulations 1/	Visual inspection and by operation.	Not in accordance with the regulations. 1/	X		
4.10. Electrical connections between towing vehicle and trailer	Visual inspection: if possible examine the electrical continuity between the vehicles.	(a) Fixed components not securely attached. (b) Damaged or deteriorated insulation. (c) Trailer or towing vehicle electrical connections not functioning correctly.	X X	X X X	  X
4.11. Electrical wiring	Visual inspection, including in the engine compartment if accessible.	(a) Wiring insecure or not adequately secured. (b) Damaged or deteriorated insulation.	X X	X X	
4.12. Non obligatory lamps (X)	Visual inspection and by operation.	(a) A lamp fitted not in accordance with the regulations. 1/ (b) Lamp operation not in accordance with the regulations. 1/ (c) Total intensity (including headlamps) not in accordance with the regulations. 1/ (d) Lamp not securely attached.	X X  X	X X X X	
4.13. Battery	Visual inspection	(a) Insecure. (b) Leaking. (c) Defective switch (if required). (d) Defective fuses (if required).	X X	X X X X	
<b>5. AXLES, WHEELS, TYRES AND SUSPENSION</b>					
5.1. Axles					
5.1.1. Axles	Visual inspection using wheel play detectors if available.	(a) Axle fractured or deformed. (b) Insecure fixing to vehicle.		X	X X
5.1.2. Stub axles	Visual inspection using wheel play detectors, if available. Apply a vertical or lateral force to each wheel and note the amount of movement between the axle beam and stub axle.	(a) Stub axle fractured. (b) Excessive wear in the swivel pin and/or bushes. (c) Excessive movement between stub axle and axle beam. (d) Stub axle pin loose in axle.		X X X X	X X X X
5.1.3. Wheel bearings	Visual inspection using wheel play detectors, if available. Rotate and rock the wheel or apply a lateral force to each wheel and note the amount of movement of the wheel relative to the stub axle.	(a) Excessive play in a wheel bearing. (b) Excessive roughness in a wheel bearing (c) Wheel bearing too tight, seized.		X X X	X X X
5.2. Wheels and tyres					
5.2.1. Road wheel hub	Visual inspection	Any wheel nuts, studs or rivets missing or loose.		X	X
5.2.2. Wheels	Visual inspection of both sides of each wheel.	(a) Any fracture or welding defect (b) Any spoke loose or missing (c) Wheel badly distorted. (d) Wheel size or type not in	   X	 X X X	 X X X

Item	Method	Principal reasons for rejection	Defect categorisation		
			MiD	MaD	DD
		accordance with the regulations. <u>1/</u>			
5.2.3. Tyres	Visual inspection of the entire tyre .	<p>(a) Tyre size, load capacity, speed rating or usage not in accordance with the regulations. <u>1/</u></p> <p>(b) Tyres on same axle or on twin wheels of different sizes.</p> <p>(c) Tyres on same axle of different construction (radial / cross-ply).</p> <p>(d) Incorrect fitment of tyres of different construction between axles</p> <p>(e) Any serious damage or cut to tyre.</p> <p>(f) Tyre tread depth not in accordance with the regulations. <u>1/</u></p> <p>(g) Tyre rubbing against other components.</p> <p>(h) Re-grooved tyres not in accordance with regulations. <u>1/</u></p> <p>(i) Not fitted in accordance with the manufacturers sidewall instructions</p>	X	X	
			X	X	
				X	
				X	X
				X	X
				X	X
			X	X	
5.3. Suspension					
5.3.1. Springs	Visual inspection using wheel play detectors if available.	<p>(a) Insecure attachment of springs to chassis or axle.</p> <p>(b) A damaged or fractured spring component.</p>		X	X
				X	X
5.3.2. Shock absorbers	Visual inspection	<p>(a) Insecure attachment of shock absorbers to chassis or axle.</p> <p>(b) Damaged shock absorber.</p>	X	X	
				X	
5.3.3. Torque tubes, radius arms, wishbones and suspension arms	Visual inspection using wheel play detectors if available.	<p>(a) Insecure attachment of component to chassis or axle.</p> <p>(b) A damaged, fractured or excessively corroded component.</p>		X	X
				X	X
5.3.4. Suspension joints	Visual inspection using wheel play detectors if available.	<p>(a) Excessive wear in swivel pin and/or bushes or at suspension joints.</p> <p>(b) Dust cover missing or severely deteriorated.</p>		X	X
			X	X	
<b>6. CHASSIS AND CHASSIS ATTACHMENTS</b>					
6.1. Chassis or frame and attachments					
6.1.1. General condition	Visual inspection	<p>(a) Fracture or deformation of frame, any side or cross member.</p> <p>(b) Insecurity of strengthening plates or fastenings.</p> <p>(c) Excessive corrosion which affects the rigidity of the assembly.</p>		X	X
				X	X
				X	X
6.1.2. Exhaust pipes and silencers	Visual inspection	<p>(a) Insecure or leaking exhaust system.</p> <p>(b) Fumes entering cab or passengers compartment.</p>		X	
				X	X



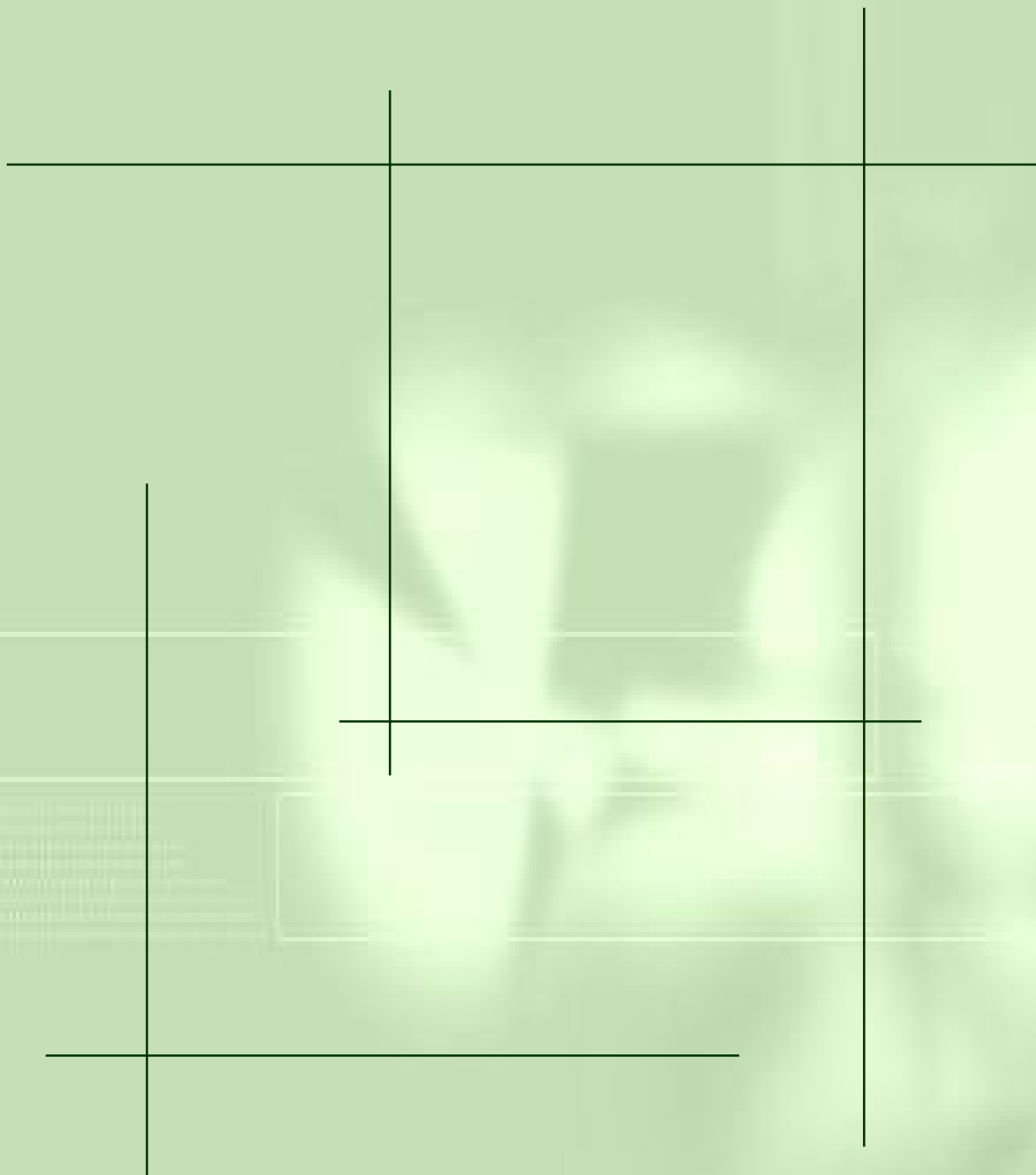
Item	Method	Principal reasons for rejection	Defect categorisation		
			MiD	MaD	DD
6.1.3. Fuel tank and pipes (including heating fuel tank and pipes)	Visual inspection	(a) Insecure tank or pipes. (b) Leaking fuel or missing or ineffective filler cap. (c) Damaged or chafed pipes. (d) Fuel stopcock (if required) not operating correctly. (e) Fire risk due to - Leaking fuel - Fuel tank or exhaust improperly shielded - Engine compartment condition (f) LPG/CNG system not in accordance with regulations. <u>1/</u>	X X	X X X	X  X
6.1.4. Bumpers, lateral protection	Visual inspection	(a) Looseness or damage likely to cause injury. (b) Device obviously not in compliance with the regulations. <u>1/</u>	X	X X	X
6.1.5. Spare wheel carrier (if fitted)	Visual inspection	(a) Carrier fractured or insecure. (b) A spare wheel not securely fixed in carrier.	X	X X	X
6.1.6. Coupling mechanisms and towing equipment	Visual inspection and by operation where possible, with special attention to any safety device fitted and /or use of measuring gauge.	(a) Component damaged, defective or cracked. (b) Excessive wear in a component. (c) Attachment defective. (d) Any safety device missing or not operating correctly. (e) Any indicator not working.		X X X X	X X
6.1.7. Transmission	Visual inspection	(a) Loose or missing securing bolts. (b) Excessive wear in transmission shaft bearings. (c) Excessive wear in universal joints. (d) Deteriorated flexible couplings. (e) A damaged or bent shaft. (f) Bearing housing fractured or insecure. (g) Dust cover missing or severely deteriorated. (h) Any defect likely to impede the rotation of the driving wheel(s)	X     X	X X X X X X X	X X X X X
6.1.8. Engine mountings	Visual inspection	Deteriorated, loose or fractured mountings.		X	X
6.2. Bodywork					
6.2.1. Condition	Visual inspection	(a) A loose or damaged panel or part likely to cause injury. (b) Insecure body pillar. (c) Leaks permitting entry of engine or exhaust fumes.		X X X	X X X
6.2.2. Mounting	Visual inspection	(a) Body insecure. (b) Body obviously not located squarely on chassis. (c) Insecure or missing fixing of body to chassis or cross members. (d) Excessive corrosion at fixing		X X X X	X



Item	Method	Principal reasons for rejection	Defect categorisation		
			MiD	MaD	DD
		points on integral bodies.			
6.2.3. Doors and door catches	Visual inspection	(a) A door will not open or close properly. (b) A door likely to open inadvertently or one that will not remain closed. (c) Door, hinges, catches, pillar, missing, loose or deteriorated.	X	X	X
6.2.4. Floor	Visual inspection	Floor insecure or badly deteriorated.		X	X
6.2.5. Driver's seat	Visual inspection	(a) A loose seat or seat with defective structure. (b) Adjustment mechanism not functioning correctly.	X	X	X
6.2.6. Other seats	Visual inspection	(a) Seats in defective condition or insecure. (b) Seats fitted not in accordance with regulations. <u>1/</u> (c) Grap handles or foot pegs missing, defective or insecure	X	X	
6.2.7. Driving controls	Visual inspection and by operation	(a) Any control necessary for the safe operation of the vehicle not functioning correctly		X	X
6.2.9. Other interior and exterior fittings and equipment (Sidestand, etc.)	Visual inspection	(a) Attachment of other fitting or equipment defective. (b) Other fitting or equipment not in accordance with the regulations. <u>1/</u> (c) Leaking hydraulic equipment		X	X
6.2.10. Mudguards (wings),	Visual inspection	(a) Missing, loose or badly corroded. (b) Insufficient clearance for road wheel. (c) Not in accordance with the regulations. <u>1/</u>	X	X	
<b>7. OTHER EQUIPMENT</b>					
7.1. Safety-belts/buckles					
7.1.1. Security of mounting	Visual inspection	Anchorage point badly deteriorated.		X	X
7.1.2. Condition	Visual inspection and by operation	(a) Mandatory safety-belt missing or not fitted. (b) Safety-belt damaged. (c) Safety-belt not in accordance with the regulations. <u>1/</u> (d) Safety-belt buckle damaged or not functioning correctly. (e) Safety-belt retractor damaged or not functioning correctly.	X	X	
7.2. Fire extinguisher (X)	Visual inspection	(a) Missing. (b) Not in accordance with the regulations. <u>1/</u>	X	X	
7.3. Locks and anti-theft device (X)	Visual inspection and by operation	Device not functioning to prevent vehicle being driven.	X		
7.4. Warning triangle (if	Visual inspection	(a) Missing or incomplete.	X		

Item	Method	Principal reasons for rejection	Defect categorisation		
			MiD	MaD	DD
required)(X)		(b) Not in accordance with the regulations. <u>1</u> /	X		
7.5. First aid kit. (if required)(X)	Visual inspection	Missing, incomplete or not in accordance with the regulations. <u>1</u> /	X		
7.6. Wheel chocks (wedges) (if required) (X)	Visual inspection	Missing or not in good condition.	X		
7.7. Audible warning device	Visual inspection and by operation	(a) Not working. (b) Control insecure. (c) Not in accordance with the regulations. <u>1</u> /	X X X	X X X	
7.8. Speedometer	Visual inspection	(a) Not fitted in accordance with the regulations. <u>1</u> / (b) Not operational. (c) Not capable of being illuminated.	X X X	X X X	
<b>8 NUISANCE</b>					
<b>8.1 NOISE</b>					
Noise suppression system	Subjective evaluation (unless the inspector considers that the noise level may be borderline, in which case a standing noise test using a noise meter may be conducted)	(a) Noise levels in excess of those permitted in the regulations /1; (b) Any part of the noise suppression system loose, damaged, incorrectly fitted, missing or obviously modified in a way that would significantly affect the noise levels.		X  X	  X
<b>8.2 EXHAUST EMISSIONS</b>					
<b>8.2.1 Petrol engine emissions</b>					
8.2.1.1. Exhaust emission control equipment	Visual inspection	(a) Emission control equipment fitted by the manufacturer absent or obviously defective. (b) Leaks which could significantly affect emission measurements.	X	X  X	
8.2.1.2. Gaseous emissions		Not in accordance with regulations 1/		X	
<b>8.2.2 Diesel engine emissions</b>					
8.2.2.1. Exhaust emission control equipment	Visual inspection	(a) Emission control equipment fitted by the manufacturer absent or obviously defective. (b) Leaks which could significantly affect emission measurements.	X	X  X	
8.2.2.2. Opacity	.	Not in accordance with regulations 1/		X	
<b>8.3 ELECTROMAGNETIC INTERFERENCE SUPPRESSION</b>					
Radio-interference (X)	Visual examination	Any requirements of the regulations <u>1</u> / not met.	X		
<b>8.4 OTHER ITEMS RELATED TO THE ENVIRONMENT</b>					
8.4.1. Visible smoke	Visual examination	Excessive smoke likely to obscure vision		X	X
8.4.2. Fluid leaks	Visual examination	Any excessive fluid leak likely to harm the environment or to pose a safety risk		X	X

Item	Method	Principal reasons for rejection	Defect categorisation		
			MiD	MaD	DD
		to other road users.			



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